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EXPANDED SOVIET BUS SERVICE

NEW BUS LINES -- Tbilisi, Zarya Vostoka, 23 Mar 52

Regular bus service has been established between Baku and Kirovabad. GAZ-651 buses will be used on the new route.

Moscow, Vechernyaya Moskva, 13 May 52

Bus service has been started between Moscow and Yegor'yevsk. Opened by the Administration of Passenger Motor Transport of the Moscow Soviet, the new line is operated by the Moscow Oblast Motor Trust, with four ZIS-155 buses leaving Yegor'yevsk for Moscow daily. The new line unites such remote points as Vyaz'ma, Maloyaroslavets, Volokolensk, and Kolozna, with Moscow.

Kiev, Pravda Ukrainy, 19 Apr 52

In addition to the L'vov-Chernovtsy bus line which goes through Stanislaw, a new bus line has been started between Stanislaw and L'vov. It passes through the rayon centers of Kalush, Polina, Bolekhov, and Stryi. ZIS-155 busses are used on both routes.

Alma-Ata, Kazakhstanskaya Pravda, 30 May 52

A new bus line, which covers many rayon centers and settlements of the southwestern part of Pavlodar Oblast, has been started between Pavlodar and Semipalatinsk. Intra-oblast service has also been expanded and daily bus service has been started over the Kachiry-Irtyshsk-Zhelezinka route, thus opening communications with three rayons.

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Tallin, Sovetskaya Estoniya, 13 June 52

Bus service has been started between Tallin and Pyarnu and between Riga and Pyarnu, with two ZIS-155 busses put into operation on the routes. Busses leave Tallin for Pyarnu and Riga for Pyarnu at 1900 daily, Pyarnu for Tallin at 1600, and Pyarnu for Riga at 1430.

8,000 KILOMETERS OF BUS LINES IN LATVIAN SSR -- Berlin, Ausenhandels Nachrichten, 5 Jan 52

Just 5 years ago, there were only 12 bus lines operating in the Latvian SSR, covering 1,000 kilometers. Today, Latvia boasts a bus system covering 8,000 kilometers. All the districts of this Soviet Republic have bus connections with the capital.

NEW BUS SCHEDULES IN EFFECT -- Moscow, Vechernyaya Moskva, 8 May 52

Tula, Kolomna, Maloyaroslavets, Mozhaysk, and other cities within the Moscow area all maintain regular bus service with the metropolitan city. With the arrival of spring, passenger traffic has increased on the intercity bus lines.

A new schedule has been put into effect between Moscow and Tula; the first busses leave Moscow and Tula at 0620 and the last at 2400. The new schedule permits residents of Tula to spend the entire evening in Moscow, visit its theaters and educational institutions, and then return home late at night.

Moscow, Vechernyaya Moskva, 31 May 52

According to a new summer schedule to be effective 1 June 52, three busses will leave Moscow daily for Simferopol' and two parlor-type busses will leave Moscow daily for Yalta. Including time for stops, the distance from Moscow to Yalta will be covered in 44 hours and 20 minutes. In addition to the bus service, taxi service will be provided from Moscow to Krym, Simferopol', and Yalta.

MOSCOW-SIMFEROPOL' BUSES BEAT TRAIN BY 3-5 HOURS -- Moscow, Vechernyaya Moskva, 12 Apr 52

Including the inter-oblast and intercity Moscow-Tula, Tula-Orel, Khar'kov-Zaporozhye, and other line traffic, more than one million passengers were hauled in 1951 over the Moscow-Simferopol' main highway, which unites nine oblasts of the RSFSR and the Ukraine SSR. There are service stations, inns, restaurants, and river resorts along the main trunk line.

Excluding the overnight stops made at Mtsensk and Zelenyy Gay, in 1951 the first-class bus made the trip from Moscow to Simferopol' in 44½ hours, only one-half hour longer than a passenger train and 6½ hours longer than an express train. The second-class bus covered the distance in 47½ hours.

In 1952, the first-class bus will make the trip in 38-40 hours, beating a passenger train by 3-5 hours. The ZIS-110 passenger taxis will make the trip in 32 hours, beating a passenger train by 7 hours.

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PASSENGER SERVICE UNSATISFACTORY ON MOSCOW SUBURBAN BUS LINES -- Moscow,
Veshchizaya Moskva, 15 May 52

While the technical condition of the Moscow suburban bus lines is satisfactory, passenger service on the lines is far from satisfactory. Even the bus stations in Moscow are unattractive. Passengers cannot always find way stations or waiting rooms in which to wait for the bus, nor is information on the routes readily available, either in the bus stations or the busses. There are too few way stations along the lines; in fact, there are only 17 in the entire Moscow Oblast.

The new suburban lines are opened mainly through the initiative of the bus fleets themselves. The Administration of Passenger Traffic of the Moscow Soviet does not check the passenger traffic beyond city limits, nor does it coordinate the work of the busses and freight-passenger taxis. For this reason, a number of sections duplicate operations, while in other localities the population is practically without means of transport facilities.

While the majority of roads are in good condition, there are some which are dangerous for bus travel, especially in the Cherevushkiy Rayon and other sectors not too distant from Moscow.

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